

FIG. 1

FIG. 2A

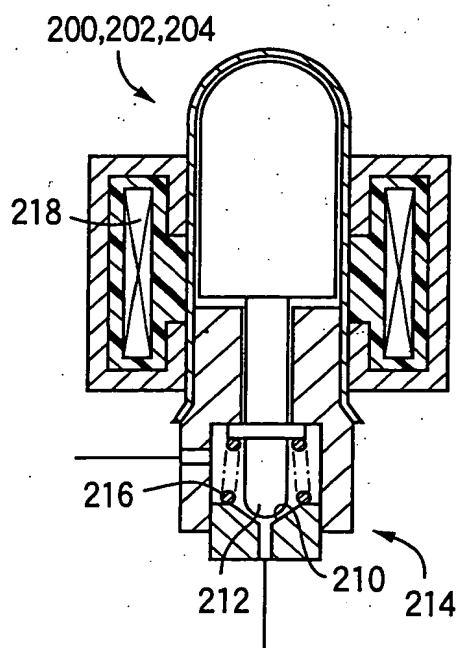


FIG. 2B

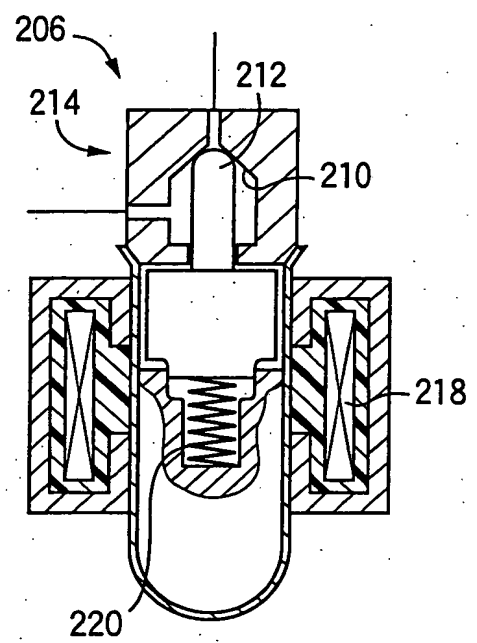


FIG. 3

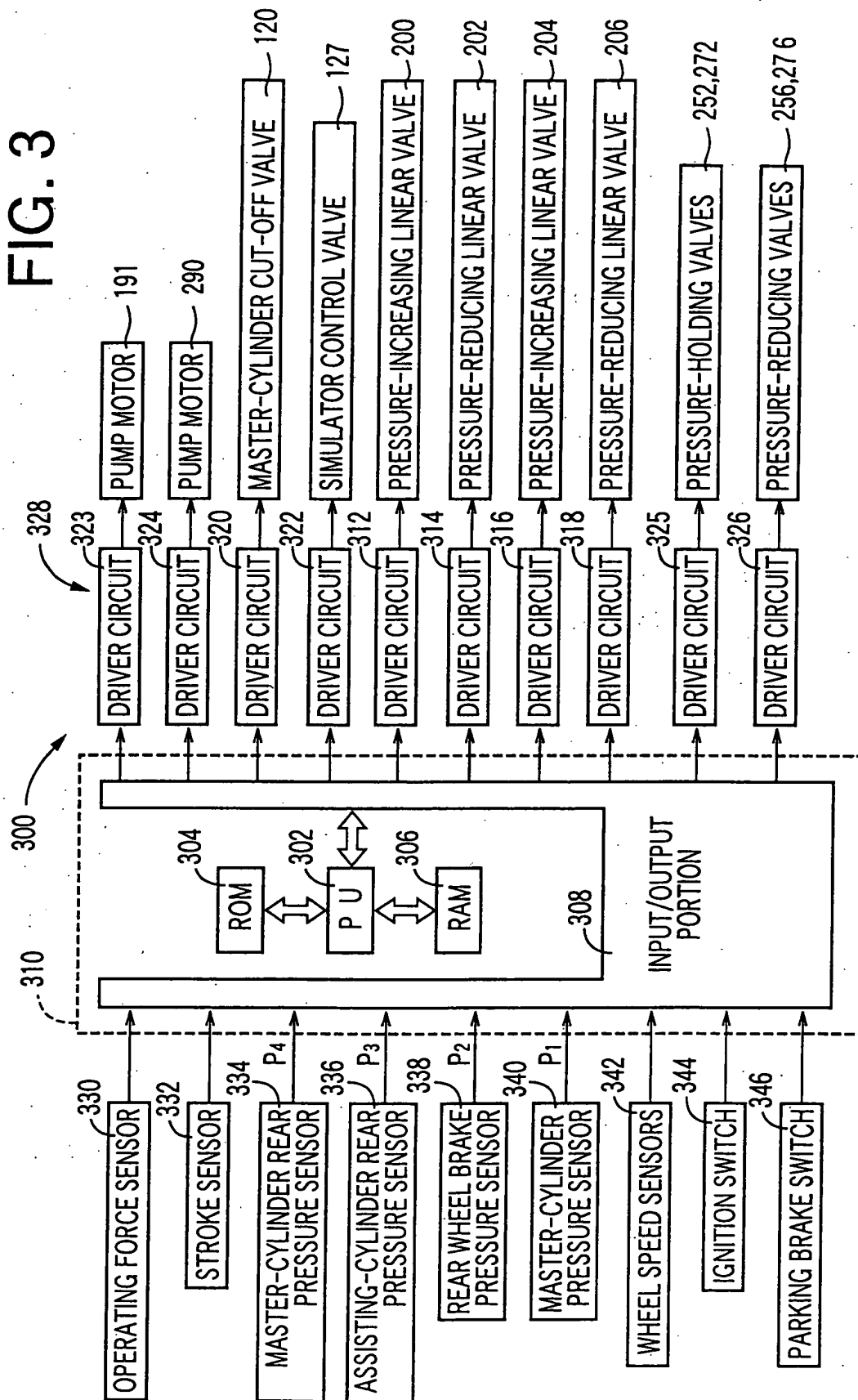


FIG. 4

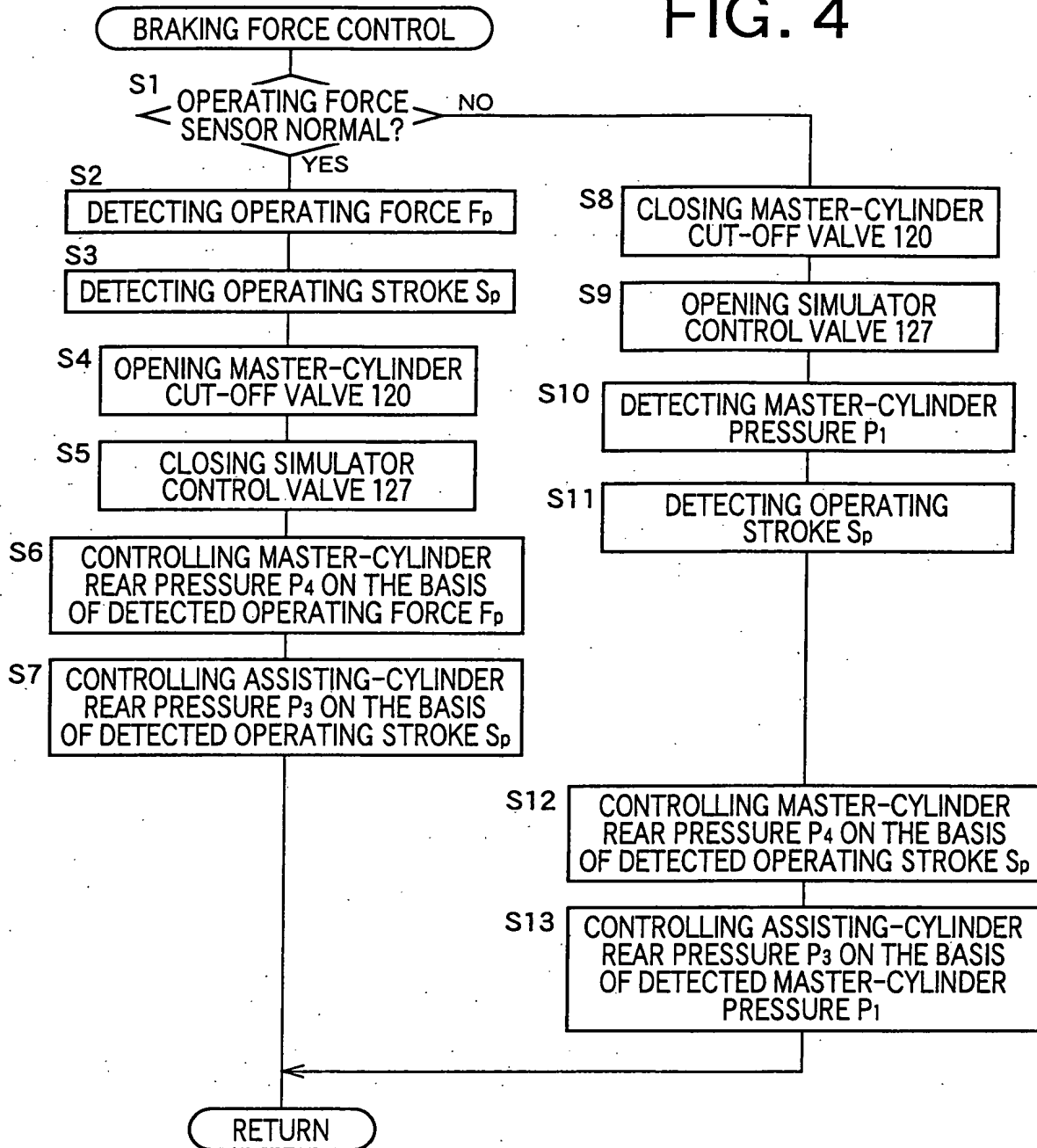


FIG. 5

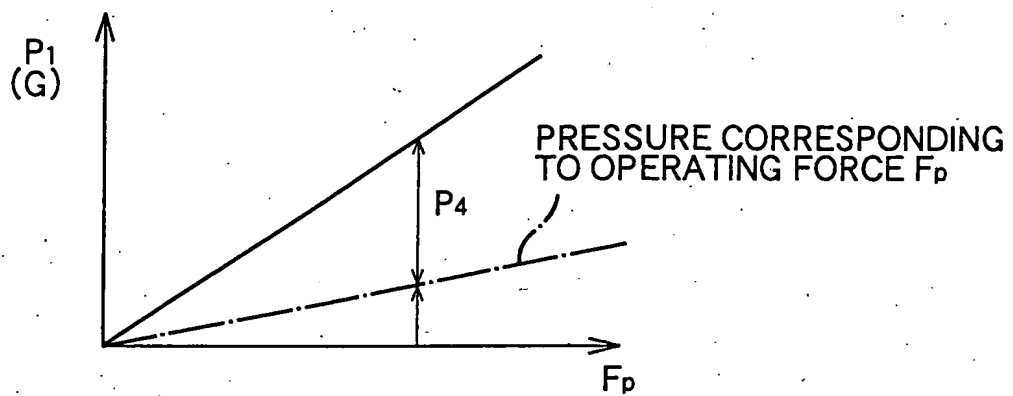


FIG. 6

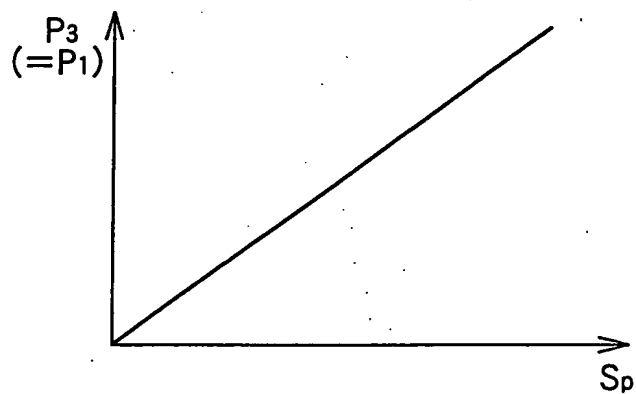


FIG. 7

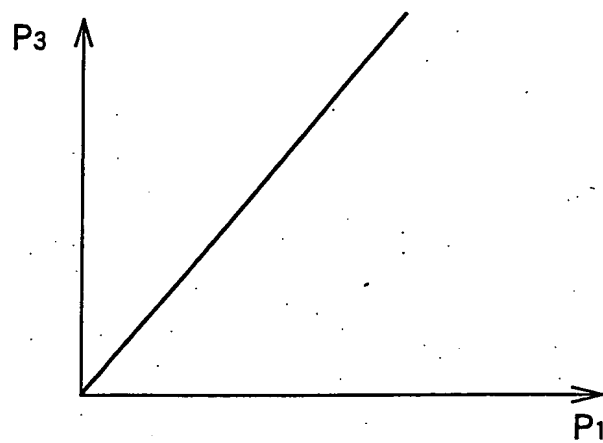


FIG. 8

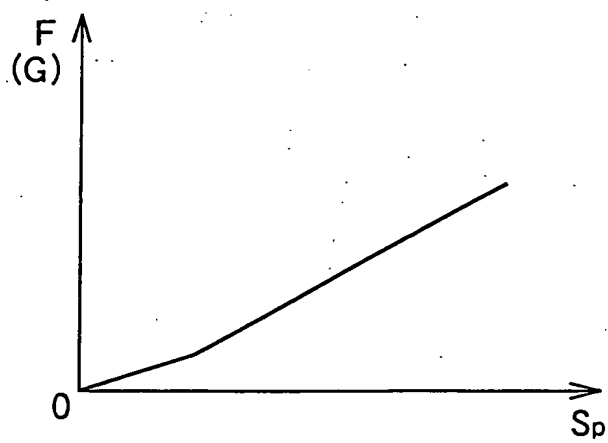


FIG. 9

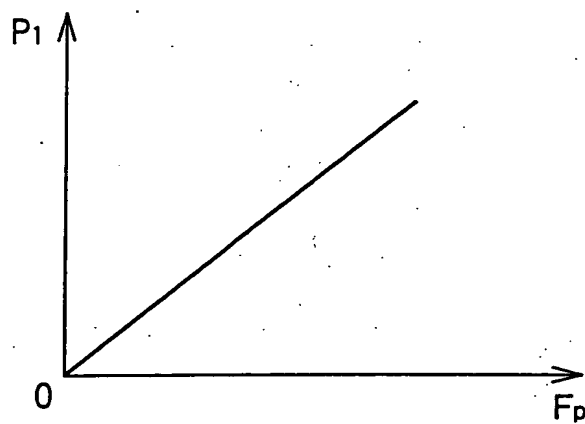


FIG. 10

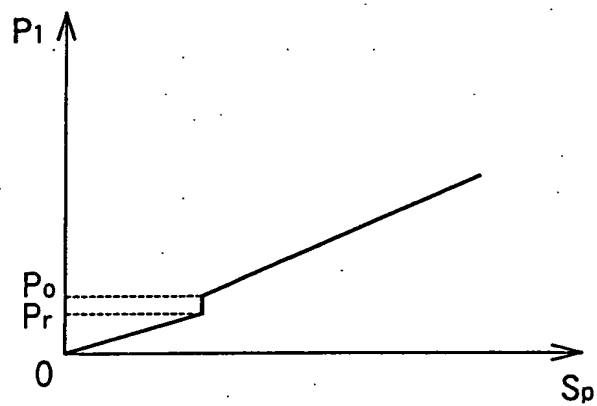


FIG. 11

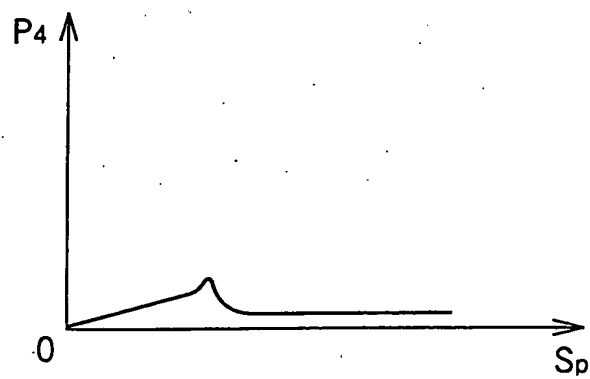


FIG. 12

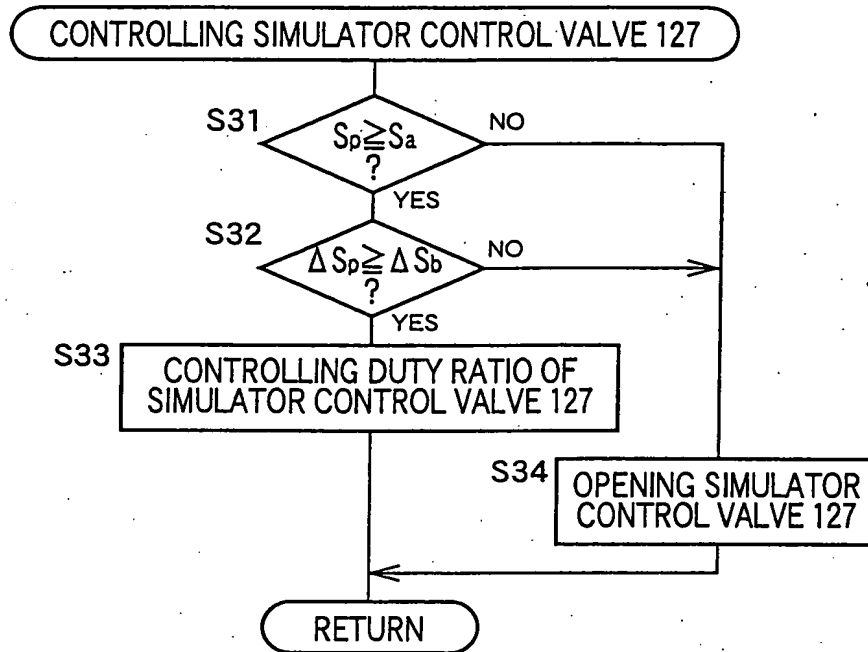
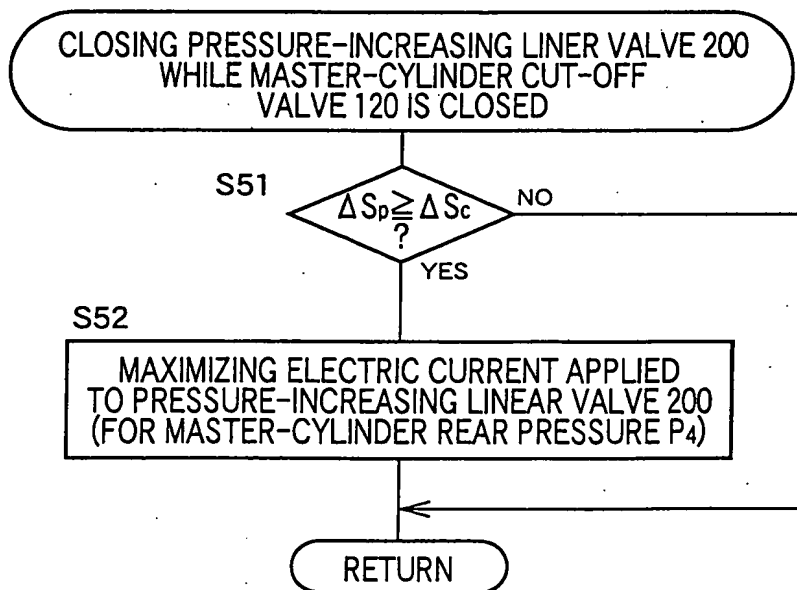


FIG. 13



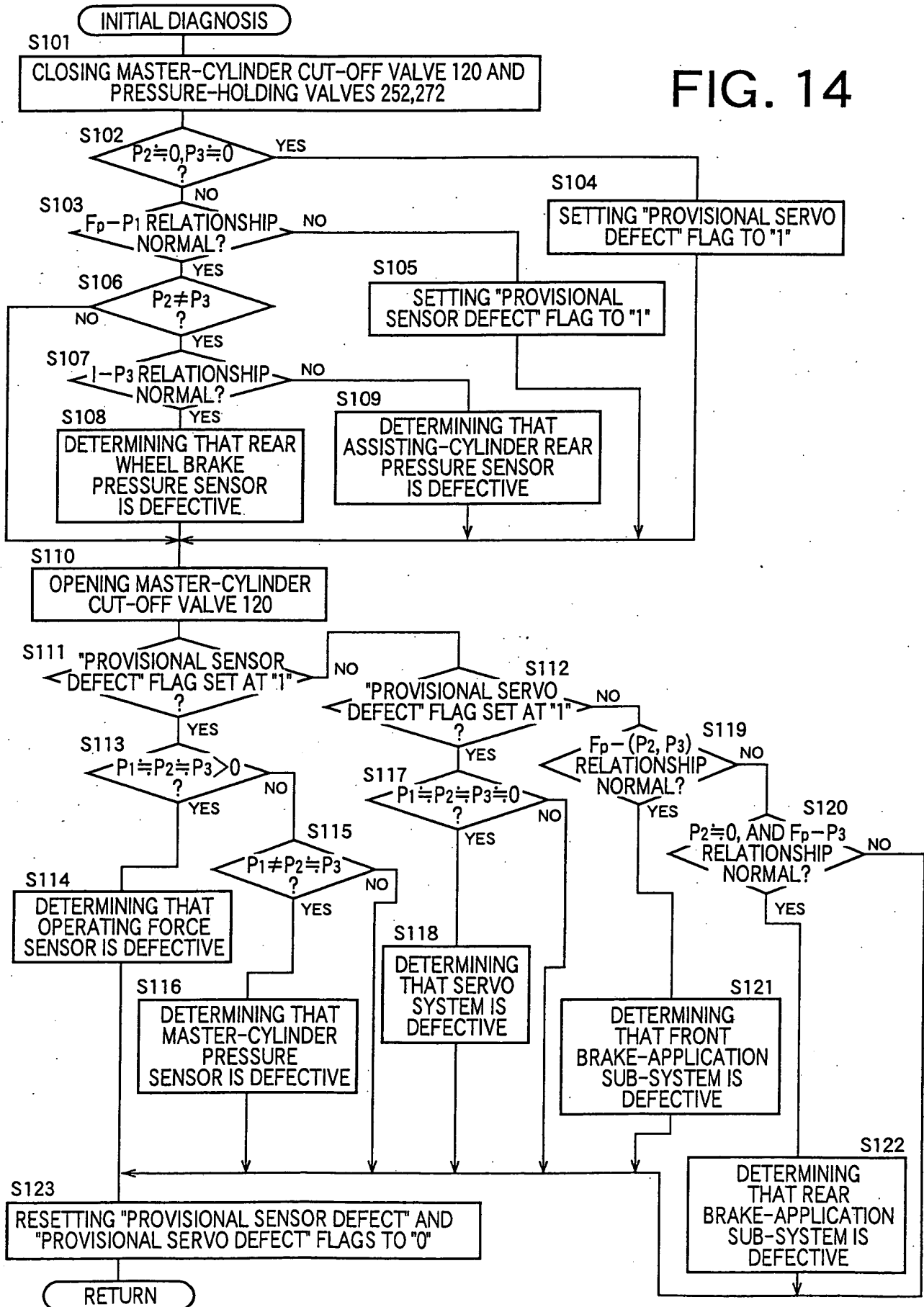


FIG. 15

| MASTER-CYLINDER CUT-OFF VALVE 120 | | ELEMENTS DETERMINED TO BE DEFECTIVE |
|---|--|--|
| IN CLOSED STATE | IN OPEN STATE | |
| $P_2, P_3 \approx 0$ | $P_1, P_2, P_3 \approx 0$ | DEFECTIVE SERVO SYSTEM |
| ABNORMAL $F_P \cdot P_1$ RELATIONSHIP | $P_1 = P_2 = P_3$ | DEFECTIVE OPERATING- FORCE SENSOR 330 |
| ABNORMAL $F_P \cdot P_1$ RELATIONSHIP | $P_1 \neq P_2 = P_3$ | DEFECTIVE MASTER- CYLINDER PRESSURE SENSOR 340 |
| $P_2 \neq P_3$, AND NORMAL $F_P \cdot P_3$ RELATIONSHIP | $(P_1 \neq P_2)$ | DEFECTIVE REAR WHEEL BRAKE PRESSURE SENSOR 338 |
| | $P_1 \approx 0$, AND NORMAL $F_P \cdot P_2, P_3$ RELATIONSHIP | DEFECTIVE FRONT SUB- SYSTEM |
| | $P_2 \approx 0$, AND NORMAL $F_P \cdot P_3$ RELATIONSHIP | DEFECTIVE REAR SUB- SYSTEM |

FIG. 16

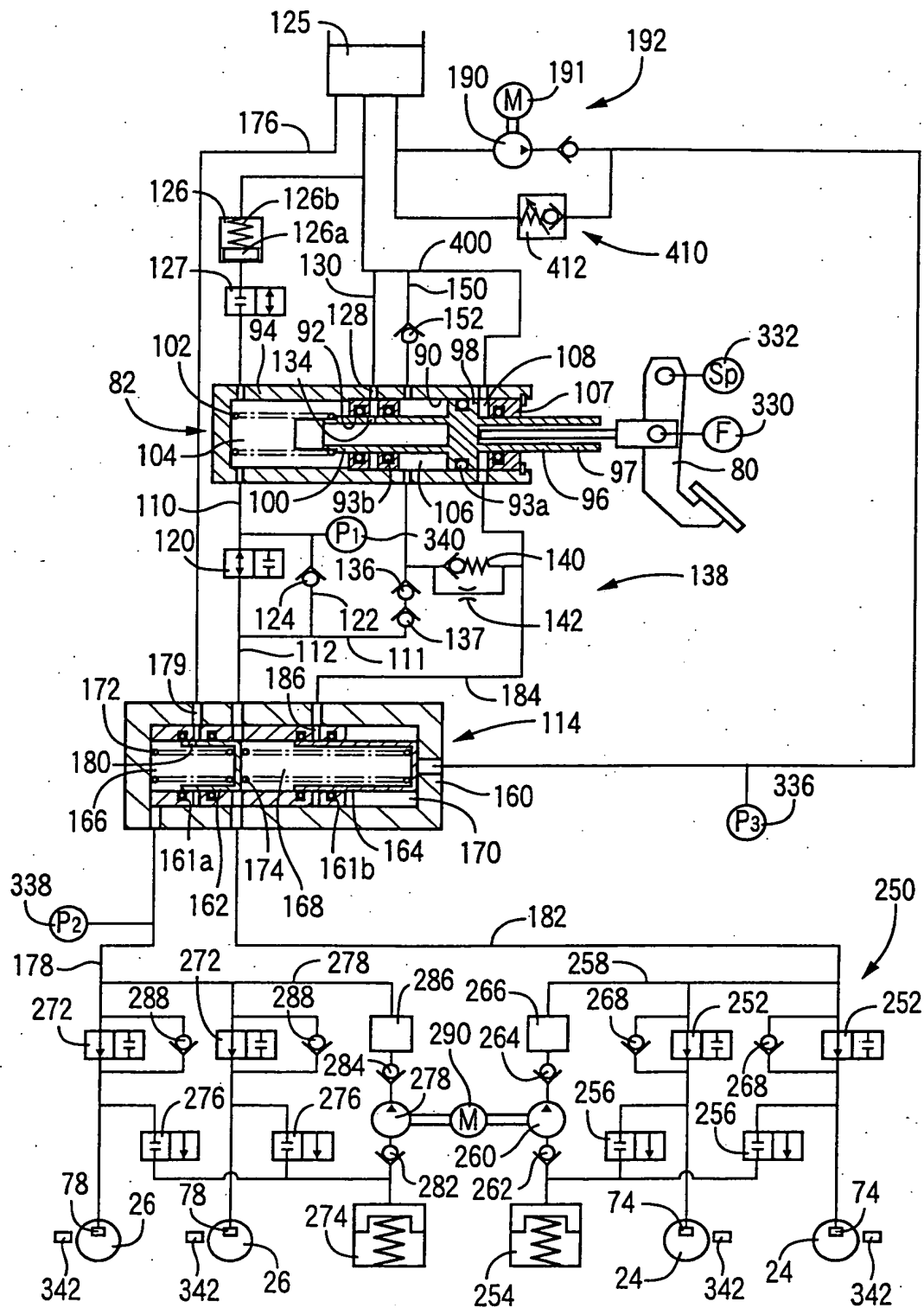


FIG. 17

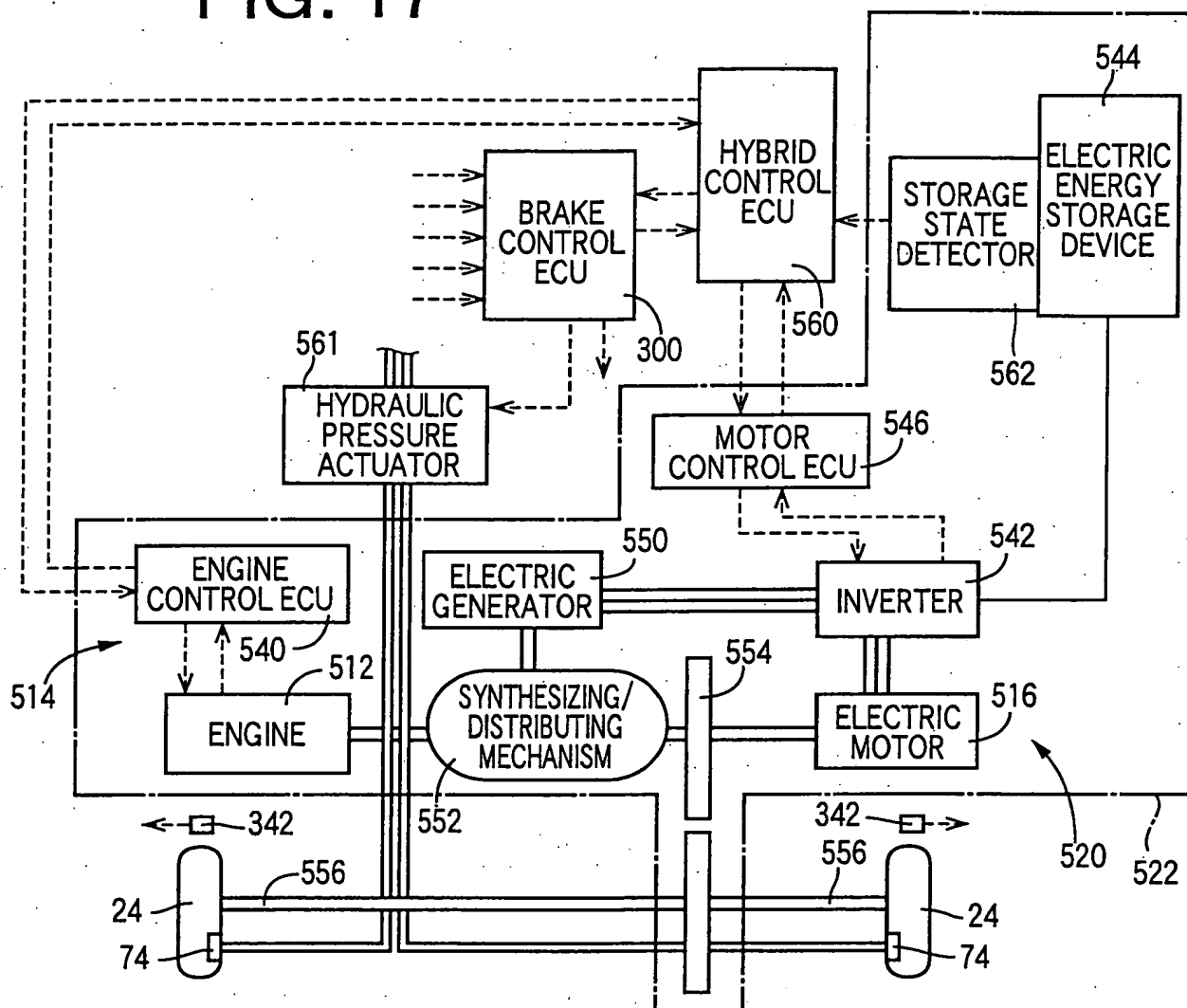


FIG. 18

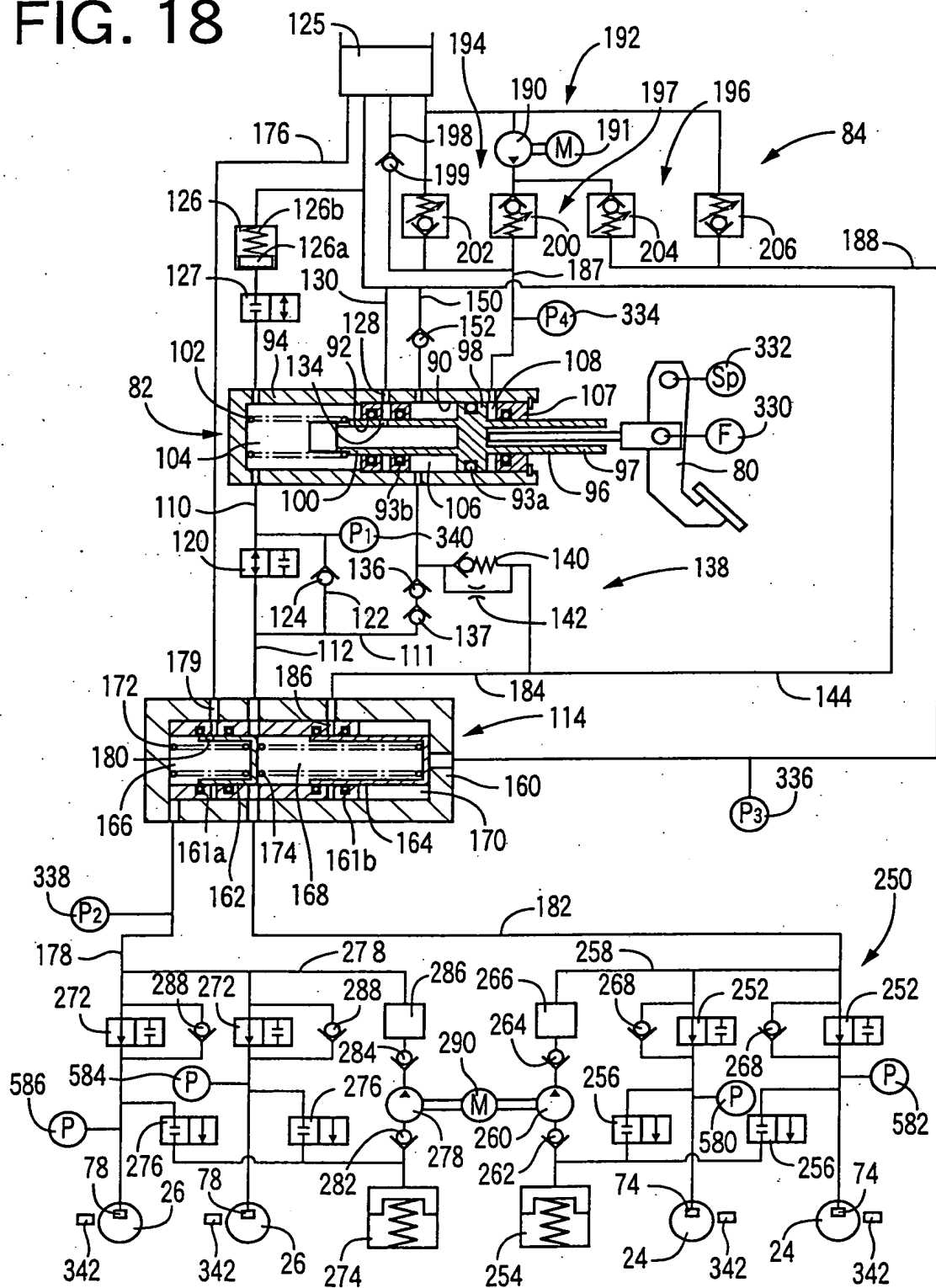


FIG. 19

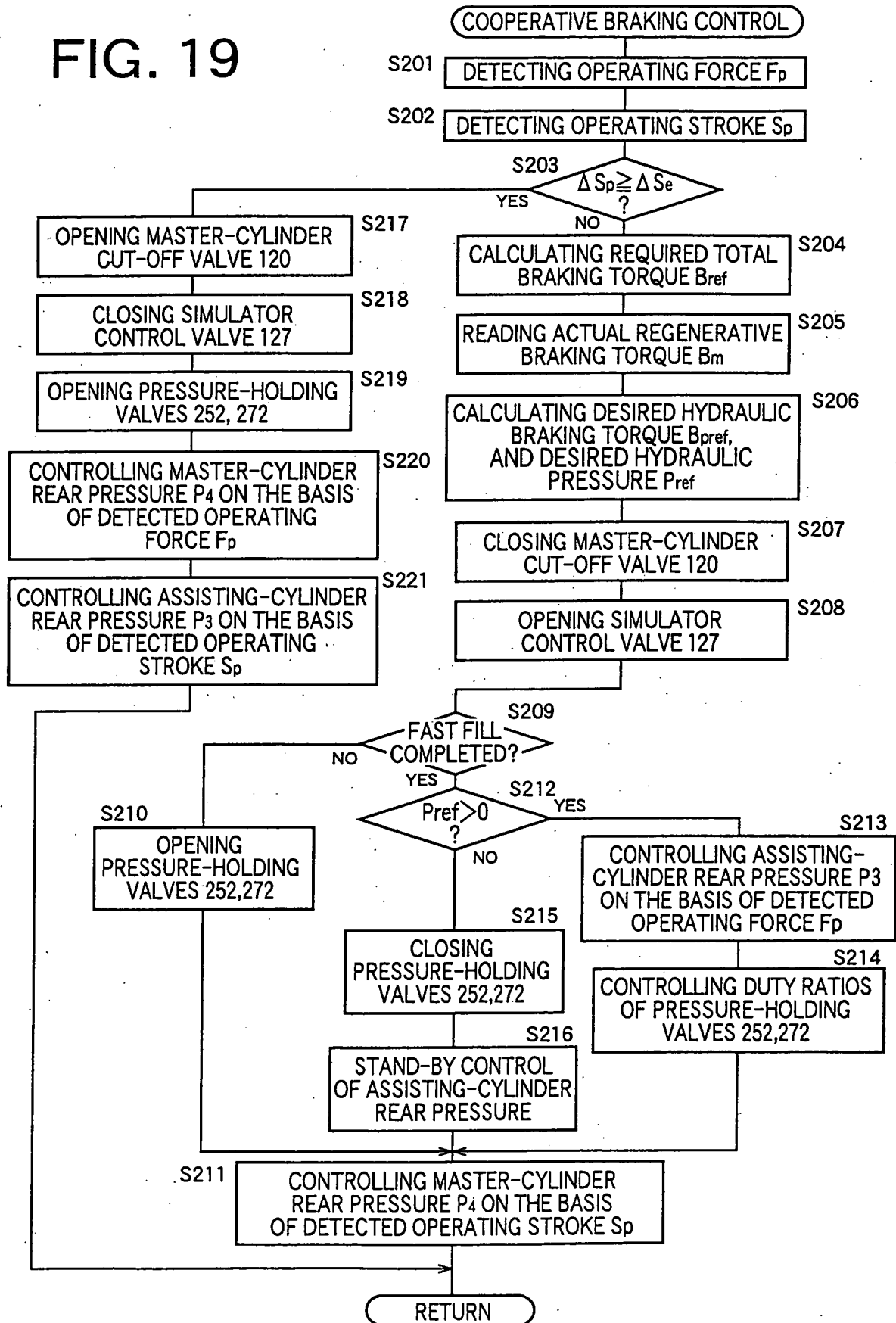


FIG. 20

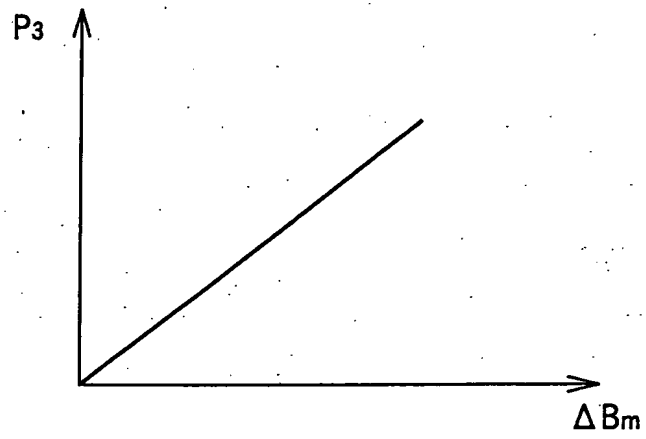


FIG. 21

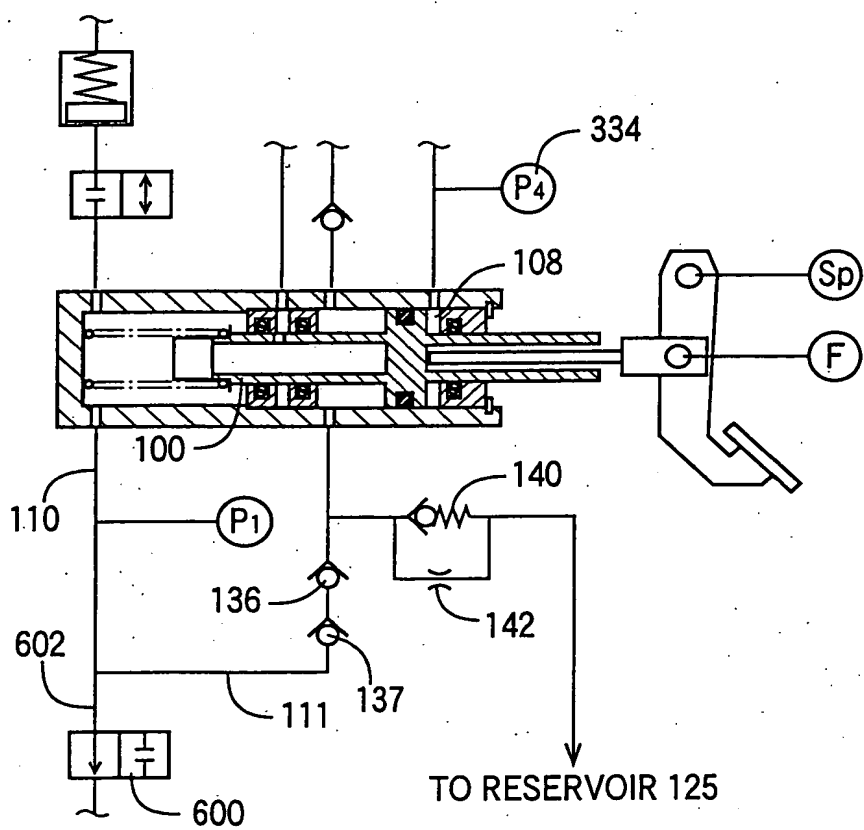


FIG. 22

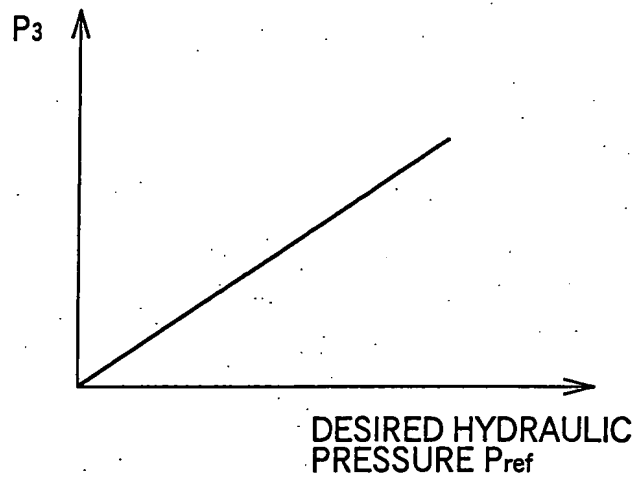


FIG. 23

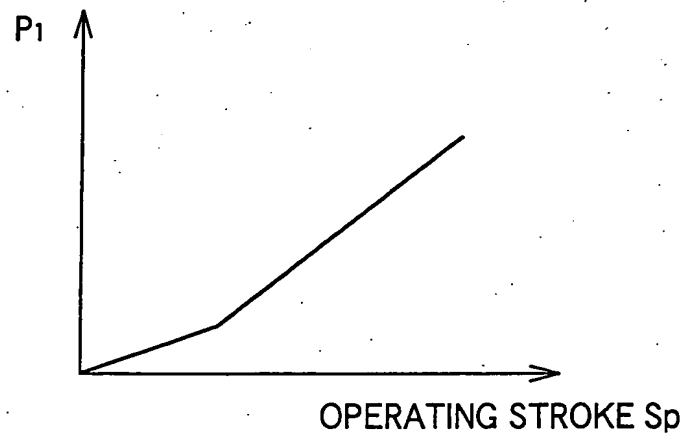


FIG. 24

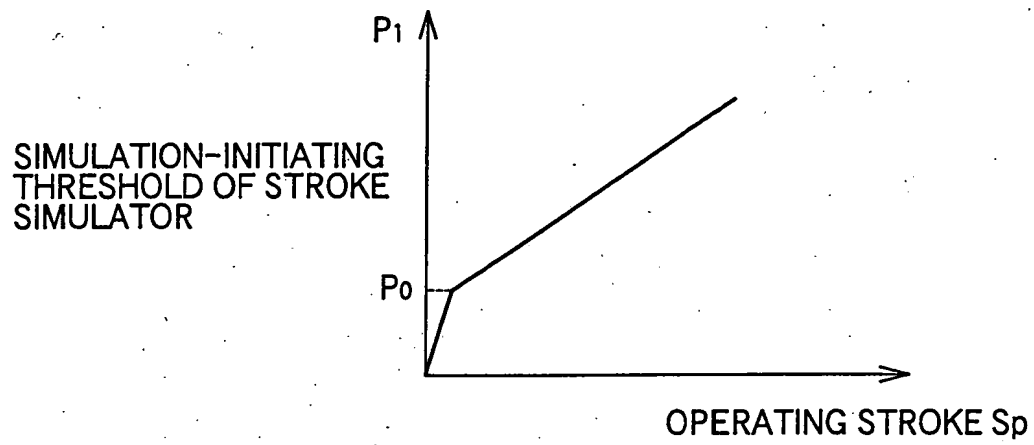


FIG. 25

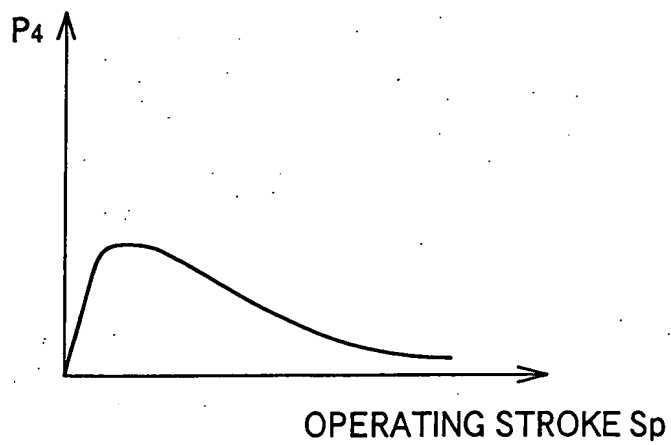


FIG. 26

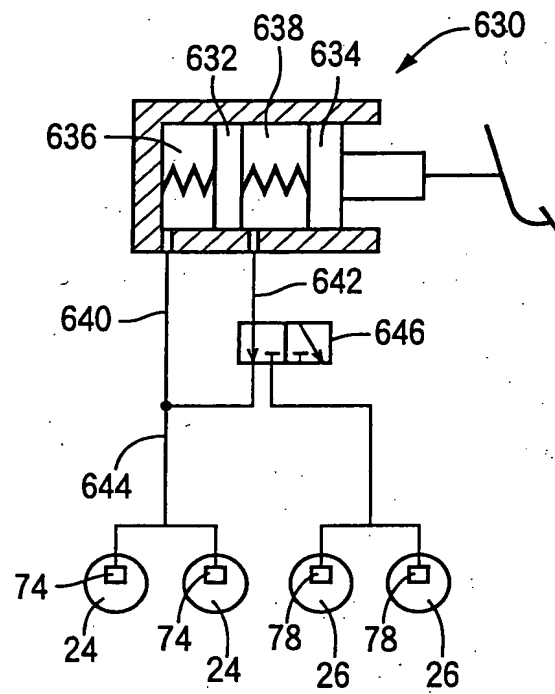


FIG. 27

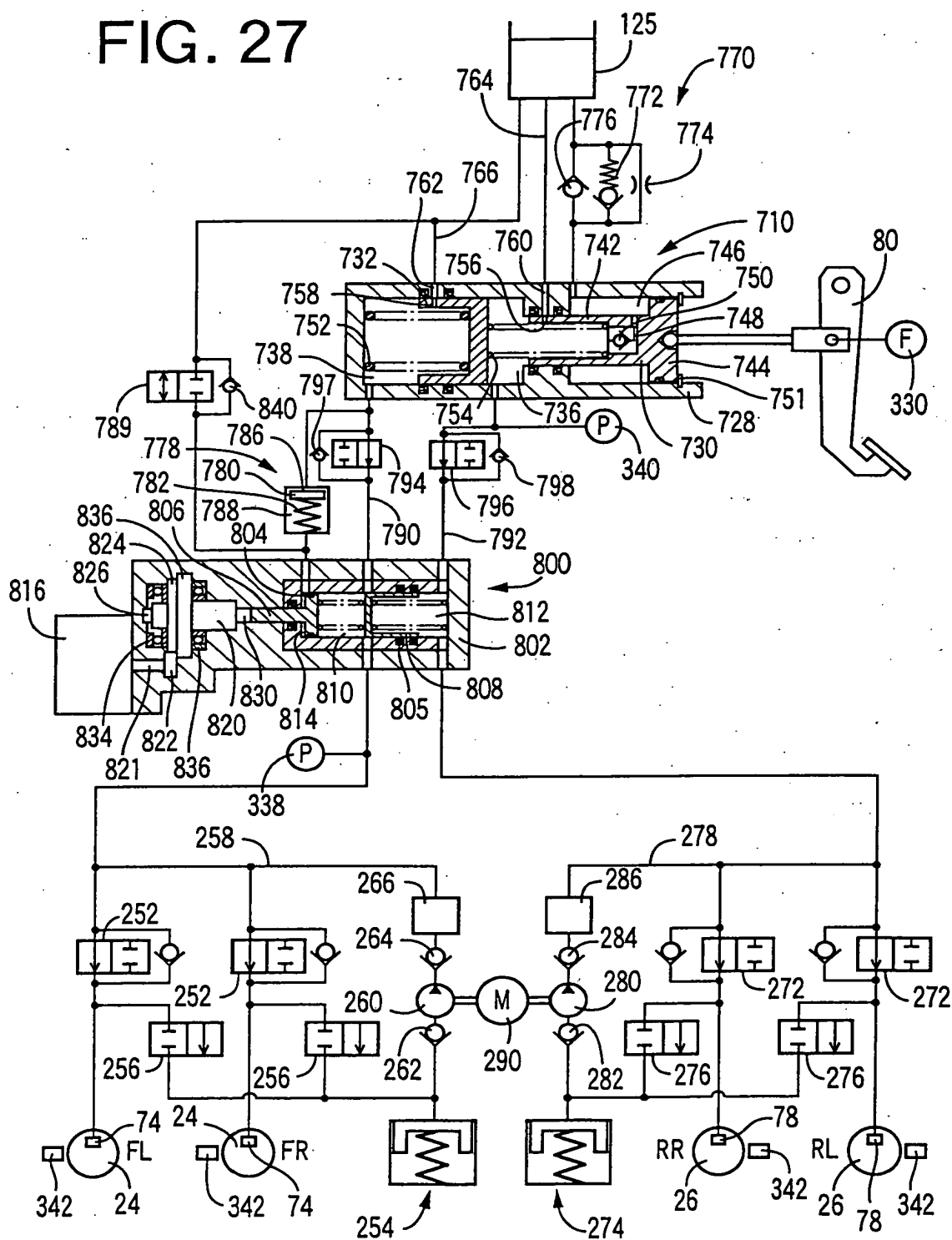


FIG. 28

